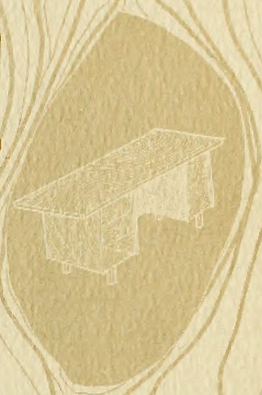
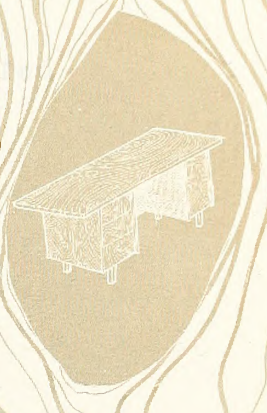
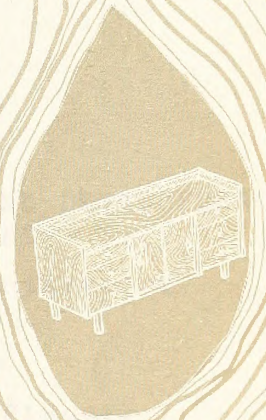
LAND USE SURVEY AND ANALYSIS



THOMASVILLE, NORTH CAROLINA

LAND USE SURVEY AND ANALYSIS





THOMASVILLE, NORTH CAROLINA

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TABLE OF CONTENTS

		PAGE
	INTRODUCTION	1
	SUMMARY	2
CHAPTER I	HISTORICAL PERSPECTIVE	4
CHAPTER II	PATTERNS OF LAND USE	6
	Commercial	6
	Residential	8
	Industrial	10
CHAPTER III	EXISTING LAND USE	12
	THOMASVILLE LAND USE	13
	Residential	13
	Commercial	15
	Industrial	16
	Public and Semi-Public	18
	Transportational	19
	Vacant	20
	THOMASVILLE FRINGE AREA LAND USE	22
	Residential	22
	Commercial	23
	Industrial	24
	Public and Semi-Public	24
	Transportational	25
	Vacant	26
CHAPTER IV	COMPARATIVE ANALYSIS	28
	Residential	28
	Commercial	28
	Industrial	28
	Public and Semi-Public	29
	Streets	29
CHAPTER V	HOUSING CONDITIONS	31
	THOMASVILLE	32
	Conserve and Minor Repair	32
	Major Repair and Dilapidated	33
	THOMASVILLE FRINGE AREA	36
	Conserve and Minor Repair	36

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		PAGE
	Major Repair and Dilapidated	36
	QUALITY OF HOUSING COMPARISONS	38
CHAPTER VI	RESIDENTIAL DENSITIES	39
	RESIDENTIAL CONSTRUCTION	42

TABLES

		PAGE
Table 1	Land Use Percentages - Thomasville	13
Table 2	Residential Land Use	14
Table 3	Commercial Land Use	13
Table 4	Industrial Land Use	17
Table 5	Public and Semi-Public Land Use	18
Table 6	Transportational Land Use	19
Table 7	Vacant Land	20
Table 8	Land Use - Thomasville	21
Table 9	Residential Land Use - Thomasville Fringe	23
Table 10	Commercial Land Use - Thomasville Fringe	23
Table 11	Industrial Land Use - Thomasville Fringe	24
Table 12	Public and Semi-Public Land Use Thomasville Fringe	25
Table 13	Transportational Land Use Thomasville Fringe	26
Table 14	Land Use - Thomasville Fringe	27
Table 15	Land Use Comparisons	29
Table 16	Standard and Substandard Housing Thomasville	33
Table 17	Standard and Substandard Housing Thomasville Fringe	36
Table 18	Comparison of Housing	38
Table 19	Current Stock of Dwelling Units with Densities - Thomasville	40

PAGE

Table 20 Current Stock of Dwelling Units with Densities - Thomasville Fringe 41

Table 21 Residential Construction by Planning Unit 43

MAPS

Map 1 Existing Land Use

Map 2 Planning Units

Map 3 Substandard Housing

(Follows Page 43)

CHARTS

PAGE

Chart 1 Land Use - Thomasville and Thomasville Fringe Follows 27

INTRODUCTION

INTRODUCTION

LAND USE SURVEY AND ANALYSIS

This report is basic to all long-range planning programs undertaken by cities. It is basic because the existing physical make-up of a community must be documented and inventoried before the process of long-range planning can begin. In long-range planning the existing pattern and character of development must be studied and recognized before long-range land use proposals can be made.

The data was obtained by a "windshield survey" of the urban area of Thomasville in the Spring of 1964. After the survey was completed the land use information was transferred to a map of a scale of 1"=400'. A system of color coding was used to identify readily the various land uses. Once this work was finished, the urban area was divided into planning units. The planning unit referred to is a statistical unit which is used for the purpose of community analysis and which provides for a more detailed examination of the use of land by approximate neighborhoods. The delineation of planning units was done on the basis of criteria such as physical barriers, either natural or man-made, drainage features, density of population and land use patterns.

In presenting the land use analysis, the land uses in Thomasville and in the fringe (that area beyond the city's corporate limits) are treated separately. The major groupings of land use and their respective acreages are tabulated in each case with a descriptive analysis following.

SUMMARY

The pattern of urban development in the City of Thomasville today is an outgrowth of the pattern established in the 1850's by the early relationship and dependence on the railroad. This led to serious traffic problems when the mode of individual transportation changed.

Commercial development tended to concentrate in one area near Salem and Main Streets but later spread out in a strip pattern along major thoroughfares. Traffic congestion and inadequate parking facilities are now common problems in these areas.

Residential development which was once closely tied to shopping and working areas is now moving outward in isolated pockets of subdivisions.

Industrial development has grown parallel to the railroads thereby creating industrial corridors in the city.

The total area within the City of Thomasville is 4,064.6 acres or 6.35 square miles.

Land used for residential purposes occupied approximately 1,440 acres or 35 per cent of all the land within the City. This use is the largest use of land.

Land used for commercial purposes accounts for 2.3 per cent of the land area or approximately 95 acres.

Land used for industrial purposes occupied 250 acres or 6.3 per cent of the land within the City.

Public and semi-public land use is the third largest use of land with approximately 340 acres or 8.4 per cent of the land.

Land used for transportational purposes is the second largest use of land with 633 acres or 15 per cent of the land.

Vacant land exists in a quantity of 1,304 acres with a large percentage of it in buildable sites.

The Thomasville fringe area is developing in a residential land use which reflects a trend toward suburban living.

Comparing the use of land in Thomasville with other cities indicates that Thomasville is a typical industrial city in the Piedmont Region.

The external condition of housing in Thomasville is quite good with only 17.5 per cent of the housing in a sub-standard condition.

Residential construction since 1958 has added better than 500 dwelling units to the housing supply in Thomasville. It is significant to note that new single-family homes are being built on larger lots which could indicate a future demand for land.

I HISTORICAL PERSPECTIVE

CHAPTER I

HISTORICAL PERSPECTIVE

The City of Thomasville was founded in 1857 by John Warwick Thomas, a man of apparent vision, influence and wealth. His efforts to have a railroad built in the area and his ownership of land immediately adjacent to the railroad helped him establish the City which bears his name.

The railroad (now the Southern Railway) was the best and most expedient means of transporting people and goods of that day. Recognizing the value of the railroad and investing heavily in it, Mr. Thomas set out to promote and build a town. Since he owned the land there were few problems in establishing the basic layout of the city, and since the railroad terminal was the focal point of activity, it was only natural that business establishments be built near it. The corner of Main and Salem Streets became the center of commercial activity for the city, and it still functions in that capacity to this day.

Some of the earliest industries in the city were necessarily connected with the building of new stores, homes and workshops, and the feeding and clothing of the residents. As time passed, these industries grew and new ones were established. Furniture and textile mills were a major part of the local economy and it was important that these industries locate near the railroad for the market was nationwide and not local. This then led to a pattern of industrial corridors within the city that paralleled the railroad.

New industrial and commercial activities brought with them new residents who needed places to live. The establishment of a residential pattern was not tied to the railroad but confined to major streets. In most cases homes were built away from the railroad because of the noise and dirt -- but not too far away from working and shopping areas because of limitations in transportation.

With the basic pattern of the city established it was only a matter of time until the city grew around it.

This brief history in capsule form is how Thomasville and many other North Carolina cities developed because this was the design of a city -- dependent on the railroad.

As time passed, transportation changed and improved and people became less dependent on railroads for transportation. But industry was and still is dependent on it because it serves as a prime mover of goods. The land use pattern as it was established around the railroad in the 1850's is basically the same today. Some changes have occurred, but one that has not is the location of the railroad. It remains in the center of the city, splitting it into two parts. With the CBD located adjacent to the tracks and living and working areas on both sides, the traffic problems caused by trains have given municipal officials many headaches.

The Southern Railway is an important link in the industrial development of the Piedmont Crescent, and as such, the location of the track passing through Thomasville will not change within the next fifteen to twenty years. It is one of those things that the city will have to live with despite its noise.

II PATTERNS OF LAND USE

CHAPTER II

PATTERNS OF LAND USE

This chapter examines the growth of the existing patterns of land development in the Thomasville urban area. The intent is to describe the outstanding undesirable features of the patterns of development revealed from the land use survey.

Commercial Patterns

The commercial development in Thomasville dates back before incorporation of the City. John Warwick Thomas, the founder of the City, planned for commercial development at the corners of Main and Salem Streets, locally referred to as the "Square." This location was to function as the commercial hub of the City -- and it still does to this day.

Over the years, methods of transportation improved and so did roads which allowed residents to move farther away from the commercial core. This led to the establishment of commercial facilities on the highways that were closer to the residents. Although this commercial decentralization probably catered to the residents in adjoining neighborhoods originally, they soon evolved into businesses that served residents on a city-wide basis. This then was the evolution of the strip commercial development which is firmly entrenched on the major thoroughfares of Thomasville. (Consult Map I, Existing Land Use, in the pocket of the rear cover of the text.)

The strip commercial development existing today is primarily limited to Lexington Avenue and National Highway, but it is beginning to take root on Randolph Street. On both Lexington and National some of the development is old and in small unattractive stores, outmoded for the modern merchandising techniques of today. A good example of this would be some of the stores on Fisher Ferry Street. Although some of the commercial development on the two

streets is old, there appears to be a rebirth of commercial strips. Older buildings are being torn down and are being replaced with new structures while others are being remodeled.

As this type of development continues to mount, the City's problems will increase also. The capacity of the thoroughfares will decrease because of the number of driveway cuts which will interfere with traffic movements. A lack of adequate off-street parking will also interfere with traffic movement. A solution will involve great expense by increasing the number of traffic lights and the number of lanes. Increasing the number of lanes will require additional right-of-way which will be purchased at great expense because some buildings do not have a proper setback from the existing road.

Unfortunately, the land has not been effectively utilized in locating structures and parking due to a lack of foresight. A number of like uses have not been designed in relationship to the others whereas they could have been. If they had been, the development would be more unified and concentrated in one location with common parking to better serve the customers. It is recognized that for some uses this is not possible, but in most cases it appears this approach could have been taken. This is particularly evident on National Highway.

For long-range planning purposes it is inconceivable that the more substantial strip commercial development can be eliminated, and this should be recognized. However, any new developments of this type should be discouraged and the compact type of development encouraged because in most cases it is more functional and attractive.

The central business district, which functions as the commercial core, is located in the approximate geographic center of the City. Important major thoroughfares lead directly to the district making it easily accessible from all points within the City. The central business district is a compact commercial

center of about two blocks in area. This center, because of the variety of goods that are offered for sale, is the only place in the City where one-stop shopping can take place.

The CBD, if it is to expand physically, will probably do so in a lineal pattern along Main Street because it is hemmed in by churches on the north and the Southern Railroad on the south. Recent construction indicates that this may be the trend. It is doubtful that this pattern will encompass any more than a four-block area due to a recent announcement of a planned shopping center south of the City. As more shopping centers occur and as more similar businesses locate in the strip commercial areas, the future physical expansion of the CBD will be limited for economic reasons.

Auto circulation is also a drawback in the CBD because of the design and layout of the streets. There are a number of one-block streets and streets that do not connect directly with others. Trade, Commerce and Thomas Streets are examples of the former and West Guilford and East Guilford examples of the latter. This unusual layout will make it difficult for the City to establish an effective one-way circulation system.

Residential Patterns

During the early development of Thomasville, residential land uses were in close proximity to the commercial core because of a lack of good transportation. But as the transportation improved and business and industry expanded residents began to move farther out into the hinterland. This movement can be identified by the changes in style, age and quality of housing as the distance from the central business district increases.

Most of the residential areas have developed as one cohesive unit but in recent years the trend is toward isolated pockets of subdivisions. Isolated developments such as these push up the cost of laying utility lines to the subdivisions because a lot

of vacant land in between produces no revenue to cover costs of utility extensions.

The voids created by scattered subdivisions are gradually being filled by new developments, but they are not coordinated nor joined by a functional street system. This is something that should be visualized and planned before the development takes place.

Most of the new subdivisions being built within the City are near the northern and southeastern city limit lines. In most areas beyond the corporate limits there is not a great deal of subdivision activity taking place, presumably due to a lack of utilities or poor soil conditions. On the eastern corporate limit line there is a distinct line of demarcation between developed land and vacant land. Subdivisions have been built compactly right up to the corporate limit line, and beyond that lies vacant land. This is not true in the southern part of the City. New developments have transcended political boundaries in a great concentration. This area is locally referred to as the Fairgrove Area.

In most cases when a subdivision is prepared for sale only about 95 per cent of the land will be fully developed, leaving several lots vacant. This is not only true today -- it was true of yesterday which is evidenced by the great number of vacant lots in the older sections of the City. In some cases the lots are small and are not considered a building site according to today's standards. In other cases the lots are located in older, more deteriorated sections of the City where a prospective builder is reluctant to build a very pretentious home. It is, therefore, difficult to imagine all the lots ever being fully developed. They more than likely will remain vacant for many years in the future.

Duplexes and multi-family units form no distinct pattern in the City. They are more scattered than concentrated. Present zoning practices have dictated this pattern. Although they are

not undesirably located it would be better to utilize this type of land use as a buffer between commercial and single-family areas. Since multi-family land uses are scattered throughout the City it appears that the vacant lots previously discussed have been utilized for this use thereby offering economic relief to some of the property owners.

Industrial Patterns

The existing industrial pattern is largely an outgrowth of the pattern established early in the City's history which was created by the early relationship of industry to railroad. A number of the existing industries grew from 1900 and still occupy the same but larger site. Although a few industries are not in the best location when considering the land uses that surround them, they have been successful and will remain in the present location. Should they fail, some new industrial activity will take their place, so the buildings are more or less permanent in their present location.

The influence of the railroad has pretty much dictated the pattern of industrial land use. Consequently, the pattern is characterized by industrial corridors. Specifically, the major concentration of industrial corridors parallels the following railroads:

HPT & D Railroad south from the main southern trunk line to just beyond Randolph Street;

Southern belt line from Concord Street east back into the main southern trunk line near Liberty Drive;

HPT & D Railroad east from Julian Avenue to beyond Liberty Drive;

Main southern trunk line east from Liberty Drive to Unity Street;

Main southern trunk line between Hoover Street and Kinney Avenue;

Southern trunk main line near I-85 and the National Highway.

In the past five years or so, because of different techniques in plant location and transportation, there has been decentralization trend from railroad access location to highway-oriented locations.

This has been particularly true in Thomasville. Consequently, industrial plants, in some cases, are pretty much located at random throughout the planning area. These areas would generally include that --

- -- area within the vicinity of Doak and Salem Streets;
- -- area on the west side of Jacob Street between Douglas Drive and Washington Avenue;
- -- area on the east side of Church Street between West Guilford and Forsyth Streets;
- -- area within the vicinity of East Guilford Street and Memorial Park;
- -- area within the vicinity of Davidson and Moore Streets;
- -- area on the west side of National Highway near Cedar Street.

The above areas, because they are located at random throughout the City, are in many cases located in well-established neighborhoods. This problem probably stems from the fact that new industrial sites of large acreage, and capable of satisfying the needs of a multitude of industries are unavailable. Consequently, industries have sought out individual sites, disregarding the adjacent land use and ignoring the question of whether they are compatible or not. Good land use planning should promote the establishment of industrial parks where industry can be establishing in an environment of its own without intrusion of land uses of an unlike nature. It appears that the older, more established industries might be faced with this problem now. Residential land uses border existing industry and hamper future physical expansion. Expansion can and will occur, but the costs of adjacent property will be high.

With spacious industrial sites unavailable to help attract new industry, Thomasville will not progress very rapidly. To obtain a share of industrial growth, sites will have to be made available. And it appears evident the better location will be in the fringe.

III EXISTING LAND USE

THOMASVILLE LAND USE

THOMASVILLE FRINGE AREA LAND USE

CHAPTER III

EXISTING LAND USE

This chapter provides the salient features and facts about the use of land in the urban area of Thomasville. The analysis provides basic information on the physical setting just as the Population and Economic Study provided information and revealed facts on economic and social levels. Obviously, the existing patterns of land uses in the Thomasville area provide a base from which the development plan is prepared. But further than that, the survey and analysis supplies data needed in defining existing patterns, provides information on the types and intensities of land use and aids in determining development trends which, when put together, provide elemental and necessary description of the urban area.

In preparing the land use analysis the following classifications were used:

Residential

Single-family: a one-family detached structure.
Two-family: a two-family and semi-detached structure.
Multi-family: a structure or structures in which more than two families have their homes; this includes apartment houses, group housing and housing projects.

Commercial

Business: retail and wholesale trade; establishments selling in small quantities to the consumer and business selling in large quantities to retailers.
Service: establishments of a business character which supply general intangible needs to the public and business.

Industrial

Light manufacturing: industrial uses which produce some noise, traffic congestion, or danger, but which are on a scale or character that they present no serious hazard to neighboring properties. Often the physical size of the plant area is small.

Heavy manufacturing: industrial use which may be of a dangerous or nuisance-producing character. As a rule the physical size of the plant is large and the activity within them varies.

Public and Semi-Public

Establishments providing for the physical, educational and mental development and care of residents within the community.

Transportational

Facilities providing for the movement of vehicles.

THOMASVILLE LAND USE

Within the City of Thomasville there are 4,064.6 acres or 6.35 square miles of land being used in the following amounts:

Residential	1,440.8 acres
Commercial	95.1 acres
Industrial	250.2 acres
Public & Semi-Public	333.6 acres
Transportational	623.6 acres
Vacant	1,304.1 acres

To follow the following discussion on the use of land in Thomasville see Maps 1 and 2 in the pocket in the back of the text.

Residential Land Use

Land used for residential purposes in Thomasville occupies approximately 1,440 acres, or 35 per cent of all the land. (See Table 1.) Of the 1,440 acres, a great majority of it is in a single-family use -- 1,380 acres. (See Table 2.)

TABLE 1 LAND USE PERCENTAGES - THOMASVILLE, NORTH CAROLINA

Residential	Commercial	Industrial	Public & Semi-Public	Transportational	Vacant
35.4	2.3	6.3	8.4	15.4	32.2

TABLE 2 RESIDENTIAL LAND USE IN ACRES

Planning Unit	Single-Family	Two-Family	Multi-Family
1	1.03	.33	.18
2	215.13	19.65	6.17
3	164.22	.51	--
4	216.19	10.84	1.21
5	84.59	5.80	1.36
6	31.07	2.50	--
7	141.48	.84	.99
8	137.74	3.23	.73
9	107.91	2.39	.84
10	92.41	1.80	.55
11	175.95	.84	--
12	12.34	--	--
Total	1,380.06	48.73	12.03
Grand Total			1,440.82

While all planning units contain predominantly single-family land use, planning units 2 and 4 have a noticeable number of acres in two-family use. Considering the newness of the dwellings it would appear there is a trend toward duplex living in these areas.

It should be pointed out that in planning units 2 and 5 many of the residents are non-white and as a rule this population lives in dwelling units that contain two or more families. This is particularly noticeable in planning unit 2. Planning unit 4 has a high two-family acreage figure but it is a caucasion neighborhood. There is no distinct pattern or great concentration of two or more family land uses in any of the planning units except for unit 2 which contains a new duplex subdivision. For the most part, two-family land uses are scattered throughout the city with an occasional grouping of these uses.

Commercial Land Use

Commercial land use classified as business and service uses accounts for only 2.3 per cent of the total land, or approximately 95 acres. Business uses are retail stores, while service uses are offices, repair shops, restaurants, office equipment maintenance shops and the like.

All planning units contain some commercial land use and unit 1, the central business district, ranks as a leader. However, units 3, 4 and 5 that border National Highway have a large amount of acreage in commercial use and no doubt rivals the CBD in terms of customers. Most commercial uses are located on the major thoroughfares, but there is evidence of commercial intrusion in well-established neighborhoods, particularly in planning units 8 and 10.

TABLE 3 COMMERCIAL LAND USE IN ACRES

Planning Unit	Business	Service
1 (CBD)	12.36	2.20
2	10.28	3.75
3	10.21	1.25
4	12.45	.84
5	9.26	3.82
6	6.65	.73
7	1.21	.15
8	5.99	2.94
9	3.75	--
10	5.84	.70
11	.59	--
12	.44	--
Total	79.03	16.38
Grand Total	95.41	

The central business district, although small in size, represents the best concentration of retail stores in the City. Although there are parking and circulation problems which are characteristic of all cities, the CBD does offer a variety of goods that a customer can obtain in one stop.

The CBD as it exists today is limited in physical expansion. The railroad acts as a barrier on the south and the churches and government building are barriers on the north. Although some of the present structures can change in use, it is expected that the CBD will expand lineally along Main Street. However, due to commercial growth in other areas and the trend toward shopping centers, it is anticipated that the CBD will stay within the present physical size.

Other commercial development in the City occurs in strips along major thoroughfares and in many instances are just a miscellaneous collection of stores. This type of commercial development creates problems of safety and efficiency along the thoroughfares on which they are located because it requires a patron to make several stops in order to complete a shopping trip. Much of the commercial strip development occurred prior to the adoption of a zoning ordinance and the ordinance in operation at the present time perpetrates the strip development. Because the development is quite substantial it would be difficult to remove the present zoning. However, on thoroughfares not now commercially developed it would be desirable to hold the line on strip zoning.

Industrial Land Use

Land being used for industrial purposes accounts for 6.3 per cent or roughly 250 acres of all the land in Thomasville. Approximately 233 acres of the 250 acres are classified as heavy industry, (or manufacturing uses such as furniture and textiles). (See Table 4.) This helps to bring out the fact that the economy of Thomasville is oriented toward the manufacturing of goods to be

sold elsewhere. The light industrial land uses include junk yards, lumber yards, or industry that is small in physical size and not as obnoxious to its neighbors.

Planning units 7, 8, and 9 contain most of the industrial land, as might be expected, because they border the Southern Railroad. Unit 2 also contains a great deal of industry, but unlike the industry in units 7, 8, and 9 it is not dependent upon the railroad for its shipment of goods.

TABLE 4 INDUSTRIAL LAND USE IN ACRES

Planning Unit	Light Industry	Heavy Industry
1 (CBD)	--	--
2	3.64	30.34
3	--	--
4	2.46	13.92
5	1.29	--
6	6.21	5.58
7	--	37.18
8	1.65	16.27
9	.37	89.76
10	1.25	17.17
11	.44	12.09
12	--	10.59
Total	17.31	232.90
Grand Total	250.21	

Public and Semi-Public Land Use

Public and semi-public land use, namely schools, playgrounds, and other government-owned land, and churches, women's clubs, chamber of commerce, etc., is the third largest use of land in Thomasville. All planning units contain this type of land use with unit 7 having a considerable edge over the others. This is due to the Baptist Orphanage that is located in this unit.

TABLE 5 PUBLIC AND SEMI-PUBLIC LAND USE IN ACRES

Planning Unit	Public	Semi-Public
1	1.51	--
2	28.98	9.07
3	18.07	4.00
4	45.69	1.47
5	3.27	1.21
6	3.82	.22
7	15.68	138.40
8	1.84	9.29
9	8.41	3.60
10	1.54	2.75
11	11.02	8.48
12	22.04	--
Total	161.87	178.49
Grand Total	340.36	

As a general rule, the more acreage that is used for public and semi-public purposes indicates that a city exhibits a healthy social, cultural, recreational and religious quality. This can be said of Thomasville.

Transportational Land Use

The use of land under this classification includes all the rights-of-way for streets and railroads. The sub-classification "Other" includes land used for railroad terminals, taxi stands and public parking areas.

This particular land use has 15 per cent of the total land or approximately 634 acres. It is the second largest use of land in the City. Planning unit 2 contains the largest amount of acres, but it is also the largest in physical size. As a general rule, throughout all units, the amount of land used for transportation purposes is in direct proportion to the amount of developed land.

It is difficult to say exactly what a good percentage of land used for transportation purposes should be because it will depend largely on the total physical make-up of the city; however, in residential areas the amount used should be small in the interest of keeping street construction and maintenance costs to a minimum.

TABLE 6 TRANSPORTATIONAL LAND USE IN ACRES

Planning Unit	Street	Railroad	Other
1	7.67	1.31	3.93
2	98.98	3.58	--
3	57.77	--	--
4	79.59	2.64	--
5	34.14	--	--
6	14.90	4.26	--
7	47.11	9.04	1.84
8	55.01	4.22	2.50
9	46.93	28.97	--
10	32.08	5.50	--
11	57.56	11.70	--
12	20.64	1.79	--
Total	552.39	73.01	8.27
Grand Total		633.67	

Vacant Land

Vacant land, which is that land not improved for urban purposes, exists in abundance in the City. Approximately 32 per cent of the land in Thomasville is vacant and exists in varying quantities in every planning unit -- with large tracts in units 2 and 3.

TABLE 7 VACANT LAND IN ACRES

Planning Unit	Acres
1 (CBD)	.77
2	314.66
3	344.51
4	122.18
5	26.61
6	46.04
7	18.92
8	23.38
9	49.28
10	12.80
11	188.52
12	156.46
Grand Total	1,304.13

Units 5, 7, 8 and 9 contain the least amount of vacant land and are the more maturely developed in the City. It is anticipated that these units will continue to have some vacant land in the future because not all the sites are that attractive to entice people to build. Also, topography and drainage will influence what land will develop. This is true not just in any one unit, but pertains to all.

The above figures generally indicate that Thomasville appears to have enough land available for future growth expansion.

TABLE 8 LAND USE - THOMASVILLE

Planning Unit	Residential			Commercial		Industrial				Transportational				
	Sing.-Fam.	Two-Fam.	Mult.-Fam.	Bus.	Ser.	Light	Heavy	Public	Semi-Public	Sts.	Rail-roads	Other Trans.	Vac.	Total
1 (CBD)	1.03	.33	.18	12.36	2.20	--	--	1.51	--	7.67	1.31	3.93	.77	31.29
2	215.13	19.65	6.17	10.28	3.75	3.64	30.34	28.98	9.07	98.98	3.58	--	314.66	744.23
3	164.22	.51	--	10.21	1.25	--	--	18.07	4.00	57.77	--	--	344.51	600.54
4	216.19	10.84	1.21	12.45	.84	2.46	13.92	45.69	1.47	79.59	2.64	--	122.18	509.48
5	84.59	5.80	1.36	9.26	3.82	1.29	--	3.27	1.21	34.14	--	--	26.61	171.35
6	31.07	2.50	--	6.65	.73	6.21	5.58	3.82	.22	14.90	4.26	--	46.04	121.98
7	141.48	.84	.99	1.21	.15	--	37.18	15.68	138.40	47.11	9.04	1.84	18.92	412.84
8	137.74	3.23	.73	5.99	2.94	1.65	16.27	1.84	9.29	55.01	4.22	2.50	23.38	264.79
9	107.91	2.39	.84	3.75	--	.37	89.76	8.41	3.60	46.93	28.97	--	49.28	342.21
10	92.41	1.80	.55	5.84	.70	1.25	17.17	1.54	2.75	32.08	5.50	--	12.80	174.39
11	175.95	.84	--	.59	--	.44	12.09	11.02	8.48	57.56	11.70	--	188.52	467.19
12	12.34	--	--	.44	--	--	10.59	22.04	--	20.65	1.79	--	156.46	224.31
Totals	1380.06	48.73	12.03	79.03	16.38	17.31	232.90	161.87	178.49	552.39	73.01	8.27	1304.13	4064.60
Grand Total	1440.82			95.41		250.21		340.36		633.67				
Per Cent of Total	35.4%			2.3%		6.3%		8.4%		15.4%			32.2%	100.0%

TABLE 8

LAND USE - THOMASVILLE

THOMASVILLE FRINGE AREA LAND USE

The Thomasville fringe area as referred to in this text is an area of about 10.3 square miles outside the corporate limits. This area does not extend in equal distance in all directions from the city limits. It favors the southern area more than the others. The reason for the unequal balance is due to the limited amount of money the City had available for aerial mapping. Also, the City indicated more interest in southern fringe areas than the northern section. Therefore, the following analysis is not a true picture of the entire fringe area but does reflect the areas that were mapped. (See Map 1, Existing Land Use.)

Residential Land Use

Roughly 758 acres, or 11.6 per cent of the total land in the fringe area, are used for residential purposes. This amount of land is approximately one-half of that used within the corporate limits of Thomasville. The new quality of homes built in this area suggests a trend toward suburban living. This is not, however, a trend unique in Thomasville -- it appears in cities throughout the nation.

Slightly over 754 acres are used for single-family units, while 2.20 and 1.76 acres are used for two-family and apartments (multi-family), respectively. For the most part, the majority of residential development is in single-family use with some small traces of two or more family units spotted in planning units A, D, E, and F. Because the location of two or more family units is sporadic and because of the age of them there appears to be no distinct trend toward multi-family living in the fringe area.

TABLE 9 RESIDENTIAL LAND USE IN ACRES - THOMASVILLE FRINGE

Planning Unit	Single Family	Two-Family	Multi-Family
A	91.49	.62	1.36
B	7.82	--	--
C	71.82	--	--
D	23.91	.22	--
E	7.05	.44	--
F	171.75	.92	.40
G	309.74	--	--
Sub-Total	754.58	2.20	1.76
Grand Total	758.54		

Commercial Land Use

Approximately 28 acres, or .4 per cent of the total fringe land, are devoted to commercial uses. Slightly over 21 acres are used predominantly by businesses (retail and wholesale) and nearly seven acres are occupied by services (offices, restaurants, repair shops, etc.)

TABLE 10 COMMERCIAL LAND USES - THOMASVILLE FRINGE

Planning Unit	Business	Service
A	3.64	2.13
B	2.50	3.38
C	.44	--
D	.26	--
E	2.20	--
F	4.85	.51
G	7.53	.66
TOTALS	21.42	6.68
GRAND TOTAL	28.10	

It can be noted in Table 10 that all of the planning units contain some traces of commercial uses with the majority of them appearing in planning units A, B, F and G. When referring to the existing land use (Map 1) it becomes evident that in planning units A and F there is the increasing trend for strip or ribbon development to parallel some of the major highways radiating out of Thomasville.

Industrial Land Use

Land being used for industrial purposes within the fringe area represents roughly one-fifth of the total industrial land in the Thomasville planning area. This accounts for slightly over 52 acres or .8 per cent of the fringe area, which is equalized favorably between light and heavy industrial uses. (see Table 11). The largest concentration of industrial uses is located in planning unit C in the vicinity of Interstate 85, and planning unit A, paralleling Lexington Avenue. These two areas comprise almost 90 per cent of the industrial fringe area land. The other ten per cent of the industrial development (with the exception of planning unit B, in which there is none) is generally spotted at random throughout the remaining planning units.

TABLE 11 INDUSTRIAL LAND USE - FRINGE AREA

Planning Unit	Light Industrial	Heavy Industrial
A	8.26	5.07
B	--	--
C	16.05	16.71
D	1.47	--
E	.37	--
F	.55	--
G	--	3.86
Total	26.70	25.64
Grand Total	52.34	

Public and Semi-Public Land Use

Better than 118 acres, or 1.8 per cent of the fringe area, are occupied by public and semi-public land uses. Public land has the larger proportion of the two, occupying in excess of 105 acres (or 89 per cent). (Refer to Table 12).

Planning unit A dominates all other planning units in the amount of land used for public and semi-public with approximately 60 acres. Slightly over 56 acres are used for public purposes which include Hinkly Golf Course and the water treatment plant,

and nearly four acres occupied by semi-public uses (churches). Planning unit F is second with approximately 25 acres used. East Davidson High School and the sanitary treatment plant account for better than 24 acres of this total. Roughly 19 acres are devoted to the Fairgrove School and slightly over four acres to semi-public uses (churches and cemeteries) in planning unit G. For the most part, the remaining planning units, with the exception of planning unit E which contains 4.7 acres occupied by the old waste treatment plant, are occupied entirely by semi-public uses.

TABLE 12 PUBLIC AND SEMI-PUBLIC LAND USES - FRINGE AREA

Planning Unit	Public Land	Semi-Public Land
A	56.27	3.67
B	--	1.21
C	--	2.02
D	--	.37
E	4.77	1.14
F	24.98	.84
G	19.10	4.48
Total	105.12	13.73
Grand Total	118.85	

Transportational Land Uses

Transportational land uses occupy the second largest amount of land in the Thomasville fringe area. This totals up to approximately 584 acres or roughly 9% of the total land. Better than 90% of the total (or approximately 543 acres) is devoted to street rights-of-way; the remaining percentage is devoted to railroad rights-of-way. (see Table 13.) Other transportation (including railroad terminals, taxi stands and public parking areas) do not exist. This is to be expected since these uses generally require central locations within the city.

Planning unit G has the largest amount of land in street rights-of-way containing approximately 174 acres. This is due

TABLE 13 TRANSPORTATIONAL LAND USE IN ACRES
THOMASVILLE FRINGE

Planning Unit	Streets	Railroads	Other Transportation
A	89.80	4.40	--
B	74.00	--	--
C	43.44	7.07	--
D	34.71	1.76	--
E	36.50	4.40	--
F	89.53	9.79	--
G	174.38	13.77	--
Sub-total	542.36	41.19	--
Grand total		583.55	

mainly to the fact that planning unit G is physically the largest of all planning units and urban growth appears to be moving in this direction. However, when taking a percentage of streets to total land, it is indicated in planning unit B that streets occupy roughly 43% of the total area. This is particularly true since planning unit B includes the Interstate 85 roadway that skirts the city.

All planning units with the exception of planning unit B contain a noticeable amount of acres in railroad rights-of-way, with planning unit G occupying approximately 14 acres, being the leader.

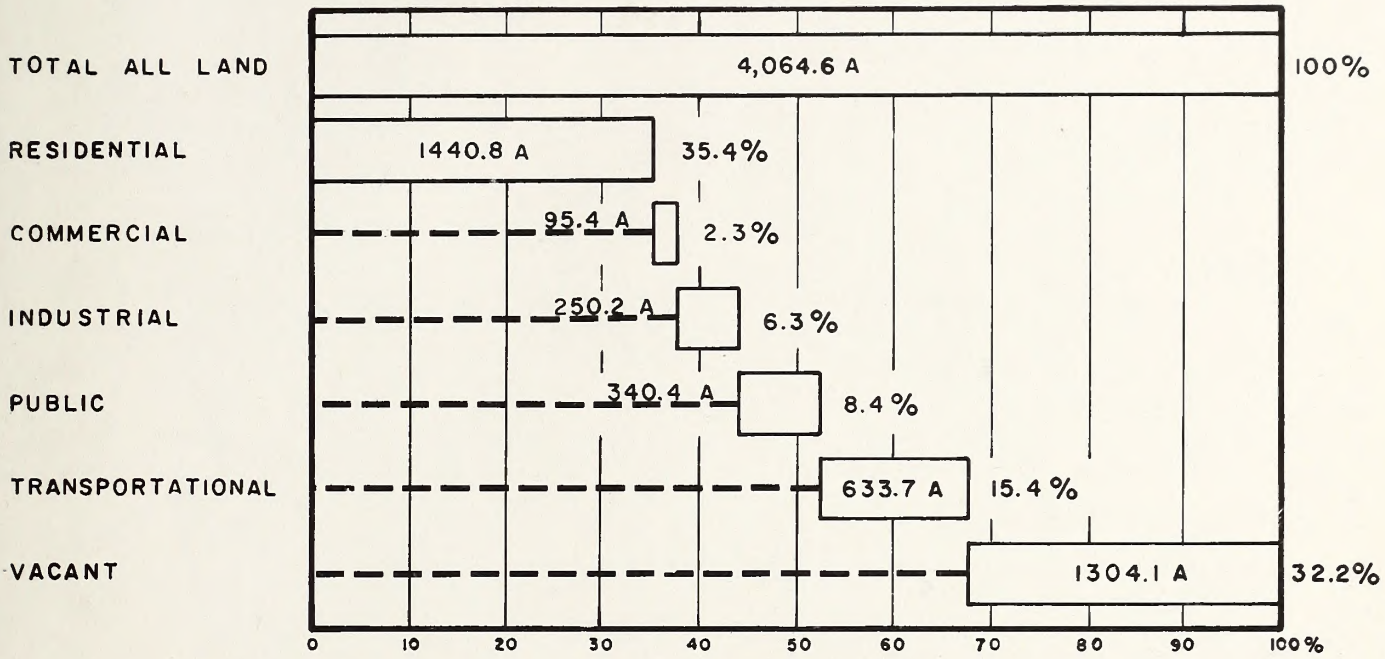
Vacant Land

Vacant land in the area beyond the corporate limits of the city is being used primarily for agricultural purposes. Of the 10.3 square miles (6,570 acres) of the fringe area that was mapped, about 5,030 acres or 76.5 per cent are vacant and only 23.5 per cent is developed for urban purposes.

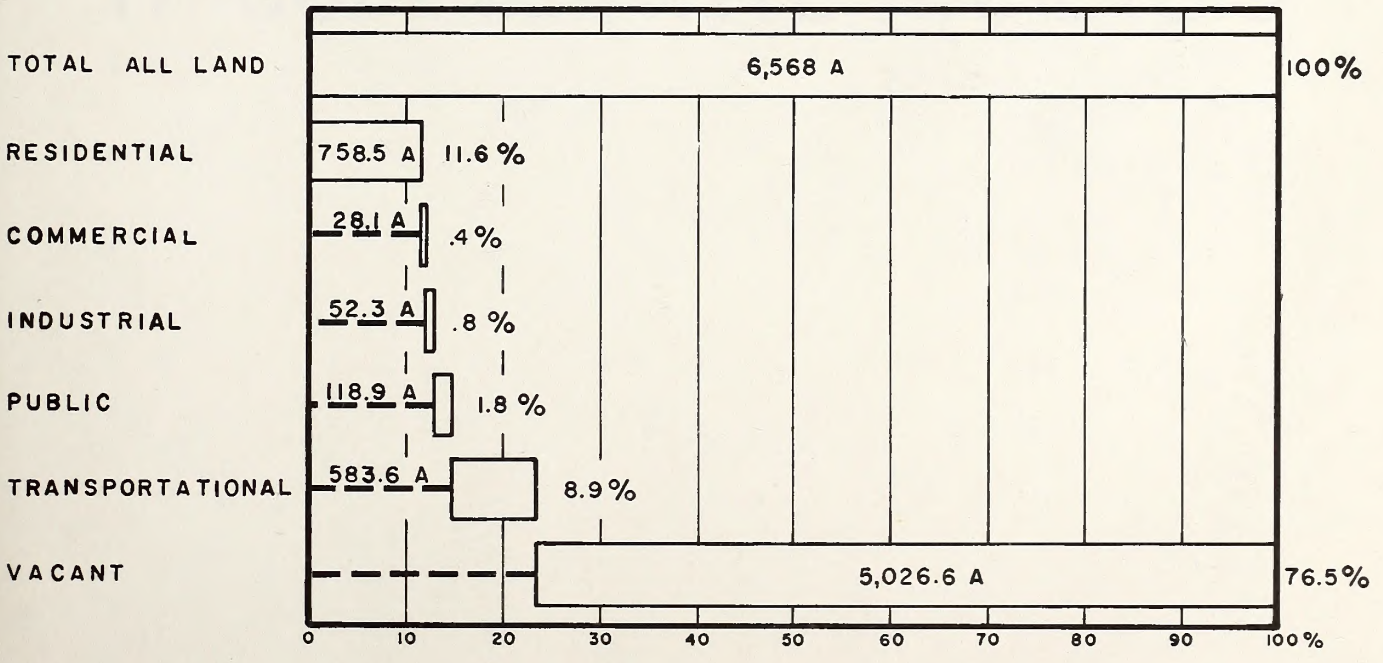
TABLE 14 LAND USE - THOMASVILLE FRINGE

Planning Unit	Residential			Commercial		Industrial				Transportational				
	Sing.-Fam.	Two-Fam.	Mult.-Fam.	Bus.	Ser.	Light	Heavy	Public	Semi-Public	Sts.	Rail-road	Other Trans.	Vac.	Total
A	91.49	.62	1.36	3.64	2.13	8.26	5.07	56.27	3.67	89.80	4.40	--	505.35	772.06
B	7.82	--	--	2.50	3.38	--	--	--	1.21	74.00	--	--	82.18	171.09
C	71.82	--	--	.44	--	16.05	16.71	--	2.02	43.44	7.07	--	593.91	751.46
D	23.91	.22	--	.26	--	1.47	--	--	.37	34.71	1.76	--	497.21	559.91
E	78.05	.44	--	2.20	--	.37	--	4.77	1.14	36.50	4.40	--	785.83	913.70
F	171.75	.92	.40	4.85	.51	.55	--	24.98	.84	89.53	9.79	--	816.18	1120.30
G	309.74			7.53	.66		3.86	19.10	4.48	174.38	13.77	--	1745.98	2279.50
Sub-Totals	754.58	2.20	1.76	21.42	6.68	26.70	25.64	105.12	13.73	542.36	41.19	--	5026.64	6568.02
Grand Total	758.54			28.10				52.34		118.85	583.55		5026.64	6568.02
Per Cent of Total Land	11.5%			.4%				.8%		1.8%	8.9%		76.5%	100.0%

LAND USE—THOMASVILLE, N. C. 1964



LAND USE—THOMASVILLE FRINGE 1964



ACRES & PRECENTAGES OF LAND USE

SOURCE: 1964 LAND USE SURVEY

CHART 1

IV COMPARATIVE ANALYSIS

CHAPTER IV

COMPARATIVE ANALYSIS

In this chapter the developed land within the City of Thomasville is compared with other selected North Carolina communities that have a comparable population. In presenting the comparative analysis no acreage figures are given and the method of comparison is based on a percentage of the developed land within the cities.

Residential Land Use

Approximately 52.4 per cent of the developed land within the City of Thomasville is used for residential purposes. This amount is above the average (49 per cent) and places Thomasville second behind Lexington of the four selected cities. (see Table 15). It has been found that in the average city about 40 per cent of the developed area is in residential use which puts Thomasville and several of the other cities well above the average.

Commercial Land Use

Thomasville has approximately 3.5 per cent of the developed land used for commercial purposes which is below the average (4.9 per cent) and the lowest of the five cities. The low figure may indicate a commercial dependence on Thomasville's neighbor - High Point. Normally, the average city has between 2 to 5 per cent of its developed land used for commercial purposes so Thomasville compares favorably with this range.

Industrial Land Use

Industrial land use in Thomasville amounts to 11.7 per cent of its developed land. The percentage, although lower than two cities, is above the average of the five cities by nearly 2 per cent. On the average, approximately 10 to 15 per cent of the total developed area of a city is devoted to industrial uses. Thomasville falls within this average which would indicate that the city is well-balanced industrially.

TABLE 15 LAND USE COMPARISON WITH OTHER CITIES IN NORTH CAROLINA AS A PERCENTAGE OF DEVELOPED LAND

	Land Use Category					Per Cent
	Res.	Comm.	Ind.	Public & Semi.	Street*	Total
Thomasville (pop. 15,190) 1960	52.4	3.5	11.7	12.3	20.1	100%
Lexington (pop. 16,093) 1960	56.8	5.8	7.0	8.5	21.9	100%
Salisbury (pop. 21,165) 1960	43.1	4.2	13.0	12.7	26.8	100%
Mount Airy (pop. 7,055) 1960	53.0	6.2	12.6	7.9	20.3	100%
Elizabeth City (pop. 13,920) 1960	39.6	4.7	4.4	12.0	37.9	100%
Average	49.0	4.9	9.8	10.8	25.5	100%

*includes railroads

Public and Semi-Public Land Use

Thomasville has a large percentage of its developed land in a public and semi-public land use classification - 12.3 per cent. This percentage is about 1.5 per cent above the average of the five cities but yet it is behind Salisbury by a few percentage points. (See Table 15.) The reason Thomasville is high is because the Baptist Orphan Home occupies approximately 135 acres within the City. In Salisbury two colleges are located within the City.

A high percentage of land used for public and semi-public purposes means that there is a lot of tax exempt land in a city. It also indicates that a city enjoys a high quality of educational, religious, recreational, and cultural facilities.

Streets

Thomasville shows the smallest percentage of land in streets, with approximately 20 per cent. The amount of land used for

streets is also less than the average by approximately 5 per cent.

As a general rule of thumb, the average city should use no more than 20 to 25 per cent of its land for streets. Any more than this range generally indicates an inefficient layout of street design. Thomasville appears to have the desirable maximum percentage of land in streets. This low percentage of land in streets may be accounted for by the fact that the newer areas in Thomasville are being developed with the curvilinear subdivision design. This design, which is in contrast to the out-moded gridiron pattern, uses a most efficient layout of the land.

****

From the above analysis it appears that Thomasville is well-balanced in terms of use of land. There are no unusual percentages of land use, except public and semi-public land use, that set it apart from other cities. Therefore, it can be concluded that Thomasville is a typical industrially-oriented city in the Piedmont Region.

V HOUSING CONDITIONS

THOMASVILLE

THOMASVILLE FRINGE AREA

QUALITY OF HOUSING COMPARISONS

CHAPTER V

HOUSING CONDITIONS

A survey of structural quality in a city provides necessary information for identifying neighborhoods that are deteriorating. For long-range planning purposes this information helps to indicate those parts of the urban area where there might be freedom to modify the existing land use pattern.

The inventory of housing conditions was undertaken simultaneously with the land use survey during the Spring of 1964. The housing information is based on an external appearance survey which classified each residential structure on the basis of obvious structural conditions and maintenance deficiencies. The system used to grade the condition of housing is as follows:

Conserve - Housing that is generally in good condition; only routine maintenance is needed to keep property stable.

Minor Repair - Housing that needs painting and replacement of minor parts, e.g., porch, stairs and window frames.

Major Repair - Housing that has started to decline. It usually has some major deficiency and extensive maintenance is necessary to bring the structure up to average. Examples of this type of repair are cracked foundations, walls, roofs in bad condition and walls out of plumb.

Dilapidated - Housing that has reached a stage where it probably would be more economical to raze the building than to renovate it.

For the purpose of this study, the first two categories - Conserve and Minor Repair - would indicate housing in standard condition. The latter two - Major Repair and Dilapidated - are housing that would fall into a substandard condition. Based on the above information, Map 3 illustrates those areas of substandard housing in Thomasville and the fringe area.

In this portion of the study, the quality of the housing supply will be analyzed separately for Thomasville and the Thomasville fringe area. This in turn will be followed by a comparative analysis of housing in Thomasville with other cities.

Tables 16 and 17 indicate the housing conditions by classification for Thomasville and Thomasville fringe and then groups the classifications into standard and substandard categories.

QUALITY OF HOUSING IN THOMASVILLE

Conserve and Minor Repair

Out of a count of 4,170 residential structures in Thomasville, 3,439 or 82.5 per cent are in the standard category (total of conserve and minor repair). Areas of higher quality housing are generally located in --

-- Planning Unit 3: Approximately 250 structures or better than 94 per cent of the housing in the planning unit are in good condition. This is mainly true since a majority of the area contains new housing, generally developed within the last ten years. Homes in this area are probably the highest value in the City, ranging in the vicinity of $20,000 or more.

-- Planning Unit 7: Nearly 89 per cent of the structures in standard condition is made up of housing mainly in the middle-income bracket. This area, being a part of the older city, is predominantly built up with the exception of a few vacant lots scattered throughout the area.

-- Planning Units 8 and 10: These areas contain a majority of older homes, approximately 20 years or older. Slightly over 85 per cent of these structures in the two units is in good condition indicating that the older structures have been well-maintained.

-- Planning Unit 11: This planning unit contains the second highest amount of standard housing, totalling approximately 371 structures of slightly more than 94 per cent of all housing in the area. Better than 30 per cent of the homes have been constructed since 1958, averaging within the vicinity of $12,000 or more.

-- Planning Unit 12: All structures in planning unit 12 appear to be in 100 per cent sound condition. This area is predominantly undeveloped; however, one new subdivision is being developed in the vicinity of Ferndale Drive. Slightly better than 24 per cent of the 25 homes have been built within the last six years.

TABLE 16 STANDARD AND SUBSTANDARD HOUSING - THOMASVILLE

Planning Unit	Standard Housing		Substandard Housing		Total Structures
	Number	Per Cent	Number	Per Cent	
1 (CBD)	7	77.8	2	22.2	9
2	601	77.3	177	22.7	778
3	250	94.7	14	5.3	264
4	638	83.9	123	16.1	761
5	232	63.2	135	36.8	367
6	63	61.8	39	38.2	102
7	345	88.9	43	11.1	388
8	393	85.5	67	14.5	460
9	249	79.3	65	20.7	314
10	265	85.5	45	14.5	310
11	371	94.6	21	5.4	392
12	25	100.0	--	--	25
Total	3,439	82.5	731	17.5	4,170

Major Repair and Dilapidated

The survey of the condition of residential structures in Thomasville indicates that 731 structures or 17.5 per cent are in a substandard classification. Major concentrations of substandard housing are located in --

-- Planning Unit 6: Approximately 39 structures out of a total of 102 are indicated as substandard. This accounts roughly for nearly 39 per cent of the total housing in planning unit 6. It is important to note that a large share of the substandard housing is primarily non-white. Property values range from below $6,000 through $8,000, with the majority of the residential structures exceeding 20 years in age.

-- Planning Unit 5: Out of a total of approximately 367 residential structures, 135 or almost 37 per cent are classified as substandard. Most of these substandard

structures are concentrated in the southern half of the planning unit, and are occupied predominantly by non-white families. Approximately 10 per cent of the housing in this planning unit has been built within the last six years. The remaining percentage ranges up to 20 years or more. It is estimated that the property value ranges from below $6,000 in the southern section of the area to approximately $10,000 in the northern section.

-- Planning Unit 2: Planning unit 2 is the largest planning unit in the City and contains 778 residential structures. Of this total, 177 structures, or nearly 23 per cent are in substandard classification. This area is characterized by a large concentration of non-white housing forming the shape of a horseshoe (starting generally from Jacob Street north to Doak Street, Doak Street east to Salem Street and then south along Church to West Main Streets). There is a wide range in the age of residential structures in this planning unit. These range from better than 17 per cent constructed in the last six years to structures that are over 20 years old. It is estimated that the residential property values generally average around the $6,000 mark.

-- Planning Unit 9: This planning unit contains approximately 314 residential structures of which 65, or approximately 21 per cent, are substandard. For the most part, these substandard structures are mainly mill housing located in the vicinity of Trinity Street and Julian Avenue.

TABLE 16 (continued) HOUSING CONDITIONS BY CLASSIFICATION - THOMASVILLE

Planning Unit	Conserve		Minor Repair		Major Repair		Dilapidated		Total
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	
1	4	44.5	3	33.3	--	--	2	22.2	9
2	446	57.8	155	20.0	113	14.5	64	8.2	778
3	232	87.9	18	6.8	10	3.8	4	1.5	264
4	477	62.7	161	21.2	90	11.8	33	4.3	761
5	167	45.5	65	17.7	73	19.9	62	16.9	367
6	26	25.5	37	36.3	15	14.7	24	23.5	102
7	243	62.6	102	26.3	35	9.0	8	2.1	388
8	250	54.4	143	31.1	43	9.3	24	5.2	460
9	195	62.1	54	17.2	64	20.4	1	.3	314
10	180	58.1	85	27.4	32	10.3	13	4.2	310
11	333	84.9	38	9.7	19	4.9	2	.5	392
12	22	88.0	3	12.0	0	--	--	--	25
Total	2,575	61.8	864	20.7	494	11.8	237	5.7	4,170

TABLE 12 (continued) MUNICIPAL CONDITIONS BY CONDITION - INDIVIDUAL

QUALITY OF HOUSING IN THE THOMASVILLE FRINGE AREA

Conserve and Minor Repair

Housing conditions in the Thomasville fringe compared to the housing in Thomasville are better. Approximately 1,343 residential structures, or better than 90 per cent, are in a standard category. (See Table 17.) Planning units A, C, F, and G, are slightly above the 90 per cent mark while planning units B, E, and particularly D are below. Most of the housing in the Thomasville fringe is relatively new -- indicating a trend toward suburban living. Generally, new development appears to be moving toward the south in planning units F and G.

Major Repair and Dilapidated

Housing in this category has a substantially sharp decrease in comparison to housing in Thomasville. Approximately 10 per cent of the housing, or roughly 143 residential structures, is classified substandard. It is significant to note that this is roughly 8 per cent lower than the City of Thomasville.

TABLE 17 STANDARD AND SUBSTANDARD HOUSING - THOMASVILLE FRINGE

Planning Unit	Standard Housing		Substandard Housing		Total Structures
	Number	Per Cent	Number	Per Cent	
A	185	92.5	15	7.5	200
B	13	86.6	2	13.4	15
C	122	91.1	12	8.9	134
D	37	67.3	18	32.7	55
E	127	88.2	17	11.8	144
F	364	90.4	39	9.6	403
G	495	92.5	40	7.5	535
Total	1,343	90.4	143	9.6	1,486

TABLE 17 continued HOUSING CONDITIONS BY CLASSIFICATION
THOMASVILLE FRINGE - 1964

Planning Unit	Conserve		Minor Repair		Major Repair		Dilapidated		
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Total
A	159	79.5	26	13.0	12	6.0	3	1.5	200
B	11	73.3	2	13.3	1	6.7	1	6.7	15
C	110	82.1	12	9.0	9	6.7	3	2.2	134
D	22	40.0	15	27.3	10	18.2	8	14.5	55
E	81	56.3	46	31.9	13	9.0	4	2.8	144
F	282	70.0	82	20.4	32	7.9	7	1.7	403
G	431	80.5	64	12.0	24	4.5	16	3.0	535
Totals	1,096	73.8	247	16.6	101	6.8	42	2.8	1,486

Planning unit D appears to be a leader in sub-standard housing with approximately 18 structures or better than 32% sub-standard. The major concentration of sub-standard housing is located on a small dead-end street near East Holly Road. The remaining sub-standard structures appear to be scattered throughout the entire unit and consisting of mainly farm dwelling. For the most part, sub-standard housing in the fringe area consists of old farm dwellings.

QUALITY OF HOUSING COMPARISONS

In this particular section, Thomasville is compared with other cities within the general Piedmont Area in terms of percentage of sub-standard housing. See Table 18.

TABLE 18 COMPARISON OF THOMASVILLE WITH OTHER CITIES IN PIEDMONT NORTH CAROLINA IN PERCENTAGE OF SUB-STANDARD HOUSING

City	Percentage
Madison	33.0
Kings Mountain	32.3
Shelby	28.0
Monroe	18.6
Thomasville	17.5
Albemarle	13.5
Average	23.8

The above table indicates that Thomasville's percentage of sub-standard housing is extremely low when compared to other cities in the Piedmont Area. Matter-of-fact, only one other city has a lower percentage, that being Albemarle. Thomasville's low percentage of sub-standard housing may be explained by the fact that many of the older areas in the city have been extremely well-maintained as pointed out earlier.

VI RESIDENTIAL DENSITIES
RESIDENTIAL CONSTRUCTION

CHAPTER VI

RESIDENTIAL DENSITIES

A computation of residential densities expressed in dwelling units per acre is a means of measurement to help in determining where the largest concentration of residential development is located. It can be seen in Table 19 that the higher density residential areas are located in:

--Planning unit 1 (CBD): In this unit the density averages approximately 7.79 dwelling units per net acre or an average lot size of .17 acres. This area consists of 7 single family structures, 1 duplex and 1 apartment.

--Planning unit 2: This area consisting of 686 single family structures, 83 duplexes and 46 units in apartments averages 3.72 units per net acre. Densities are significantly increased in this area due to the large concentration of two-family structures and apartments. The average lot size is approximately .31 acres.

--Planning unit 5: Densities in this area average 4.33 dwelling units per net acre. There are approximately 334 single family structures, 24 duplex and 15 units in apartments. The densities in this area being predominantly non-white housing are built on lots averaging .25 acres.

Planning unit 3 contains the lowest density of residential development, averaging 1.61 dwelling units per acre or an average lot size of .62 acres. As mentioned earlier, this is a relatively high income area where large lots are desired.

The city as a whole averages slightly over 3 dwelling units per acre or an average lot size per unit of 14,140 square feet.

Within the Thomasville fringe, densities average 1.97 dwelling units per acre or roughly 22,100 square feet per dwelling. See Table 20. The State Health Department recommends a minimum lot size of 20,000 square feet when neither public water or sewer is provided. Thomasville's fringe appears to average out favorably with the State standards. However, planning units D and F are somewhat below the recommended standard, ranging from approx-

TABLE 19 THOMASVILLE - CURRENT STOCK OF DWELLING UNITS WITH DENSITIES PER NET ACRE - 1964

Planning Unit	Single Family D.U.	Single Family Acres	Single Family D.U. Per Acre	Two-Family D.U.	Two-Family Acres	Two-Family D.U. Per Acre	Multi-Family D.U.	Multi-Family Acres	Multi-Family D.U. Per Acre	Total D.U.	Total Acres	D.U. Per Acre
1(CBD)	7	1.03	6.79	2	.33	6.06	3	.18	16.67	12	1.54	7.79
2	686	215.13	3.19	166	19.65	8.45	46	6.17	7.46	898	240.95	3.72
3	263	164.22	1.60	2	.51	3.92	--	--	--	265	164.73	1.61
4	714	216.19	3.30	88	10.84	8.12	9	1.21	7.44	811	228.24	3.55
5	334	84.59	3.95	48	5.80	8.28	15	1.36	11.03	397	91.75	4.33
6	94	31.07	3.03	16	2.50	6.40	--	--	--	110	33.57	3.28
7	383	141.48	2.71	6	.84	7.14	6	.99	6.06	395	143.31	2.76
8	446	137.74	3.24	26	3.23	8.05	3	.73	4.11	475	141.70	3.35
9	302	107.91	2.79	18	2.39	7.53	10	.84	11.90	340	111.14	3.06
10	302	92.41	3.27	12	1.80	6.67	6	.55	10.91	320	94.76	3.38
11	389	175.95	2.21	6	.84	7.14	--	--	--	395	176.79	2.23
12	25	12.34	2.03	--	--	--	--	--	--	25	12.34	2.03
City Total	3,945	1,380.06		390	48.73		98	12.03		4,443	1,440.82	3.08

TABLE 20

THOMASVILLE FRINGE

CURRENT STOCK OF DWELLING UNITS WITH DENSITIES PER ACRE - 1964

Planning Unit	Single Family			Two-Family			Multi-Family			Total D.U.'s	Total	Density
	Dwelling Units	Acres	D.U.'s Per Acre	D.U.	Acres	Density Per Acre	D.U.	Acres	Density Per Acre		Acres	Per Acre
A	191	91.49	2.08	2	.62	3.23	8	1.36	5.88	201	93.37	2.15
B	15	7.82	1.92	--	--	--	--	--	--	15	7.82	1.92
C	134	71.82	1.87	--	--	--	--	--	--	134	71.82	1.87
D	54	23.91	2.26	2	.22	9.09	--	--	--	56	24.13	2.32
E	143	78.05	1.83	2	.44	4.55	--	--	--	145	78.49	1.85
F	399	171.75	2.32	6	.92	6.52	4	.40	10.00	409	173.07	2.36
G	535	309.74	1.73	--	--	--	--	--	--	535	309.74	1.73
Fringe Total	1,471	754.54		12	2.20		12	1.76		1,495	758.44	1.97

imately 18,450 square feet to 18,755 square feet per dwelling.

The difference in densities between the City proper and the fringe area indicates the trend is toward larger lot sizes which in the future could mean a greater demand and utilization of land in the Thomasville urban area.

RESIDENTIAL CONSTRUCTION

New residential construction appears to be taking place at a fairly rapid rate in planning units G and F outside the corporate limits of Thomasville. No actual construction figures are presented herein to verify this, but it is very obvious by visual inspection. This indicates an ever-increasing trend toward suburban living at a low density as was indicated in the previous section.

The rate of residential construction within the City of Thomasville is illustrated on Table 21. The table indicates that planning units 2 and 11 are the fastest growing units since 1958 with a rate of 23.8 and 23.6, respectively. The former unit is generally an older area consisting of one- and two-family structures being inhibited by non-white persons. It is primarily these people for whom the new housing is being constructed. The latter unit is in the southeastern part of the city and the new housing is strictly single-family structures being built for the middle income family market. Other planning units such as 3, 4, and 7 are experiencing growth but not as rapidly as the units discussed.

TABLE 21 RESIDENTIAL CONSTRUCTION BY PLANNING UNIT SINCE 1958

Type	1	2	3	4	5	6	7	8	9	10	11	12	Totals
Single Family	--	98	63	50	22	5	41	16	31	9	124	6	465
Two-Family	--	27	--	9	10	1	1	2	3	2	--	--	55
Multi-Family	--	- 1	--	1	5	--	--	1	--	--	--	--	7
Totals		125	63	60	37	6	42	18	34	11	124	6	527
% of total		23.8	12.0	11.4	7.0	1.1	8.0	3.4	6.5	2.1	23.6	1.1	100.0

EXISTING LAND USE

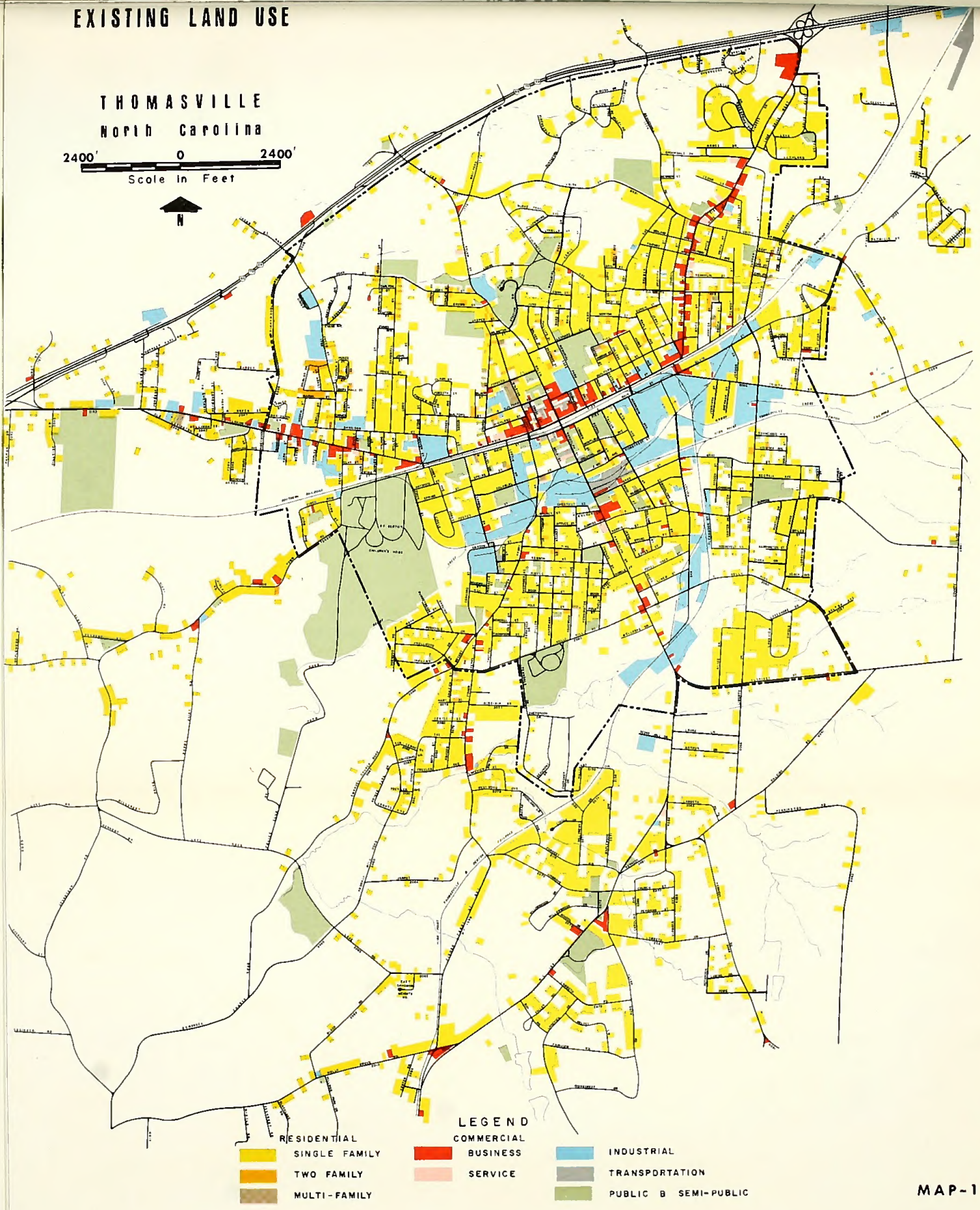
THOMASVILLE

North Carolina

2400' 0 2400'

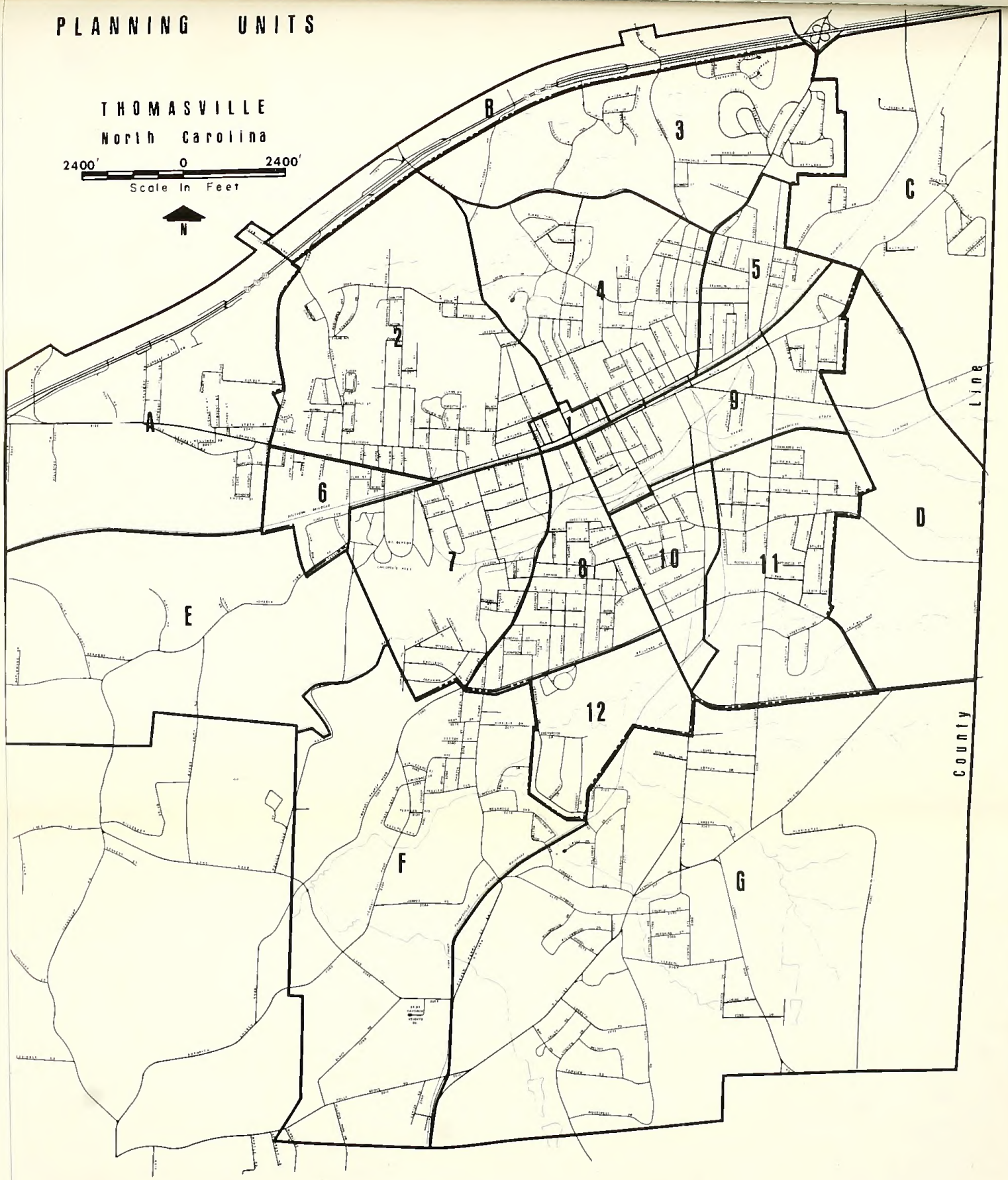
Scale in Feet

N



MAP-1

PLANNING UNITS



MAP-2

AREAS OF SUB-STANDARD HOUSING

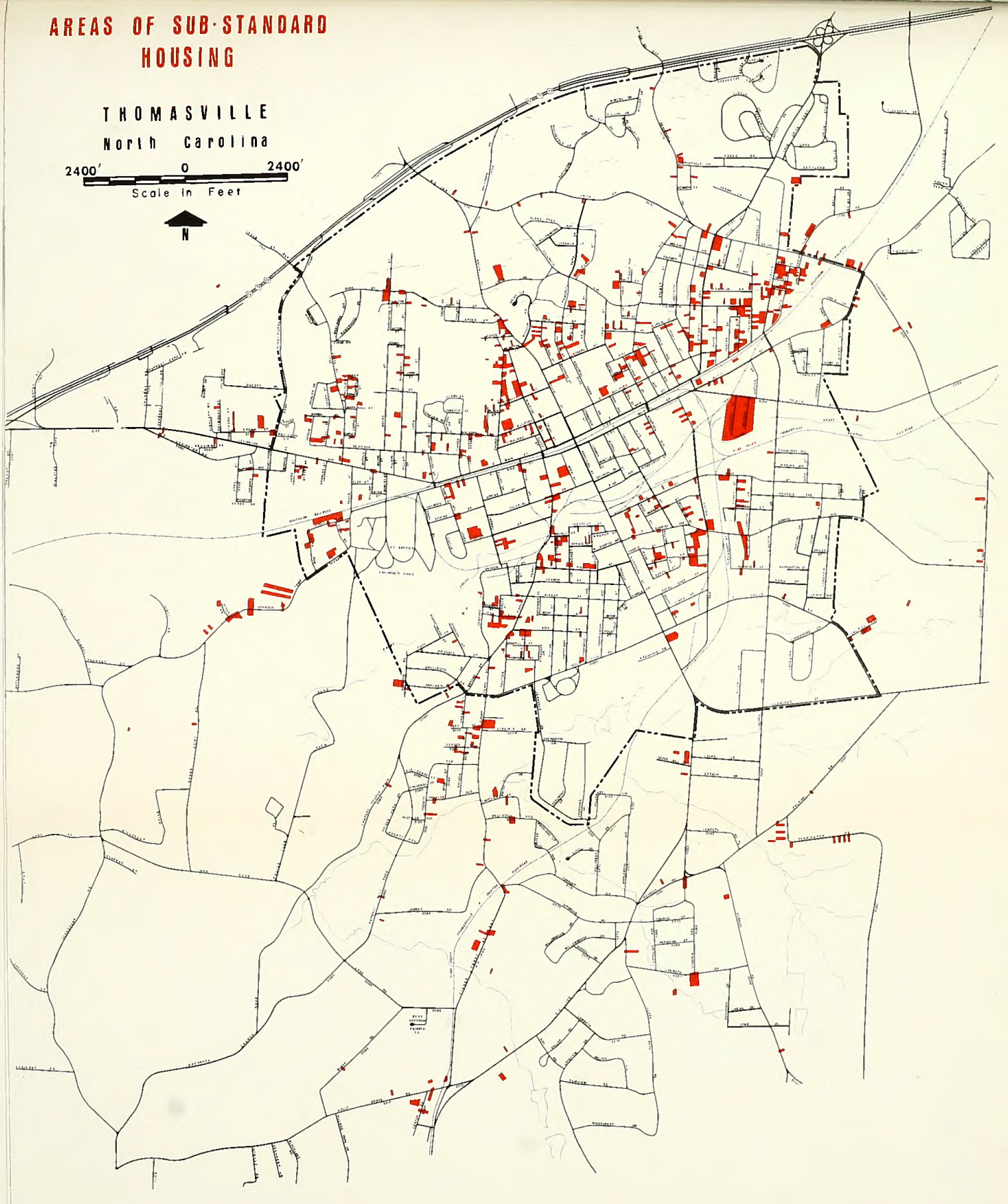
THOMASVILLE

North Carolina

2400' 0 2400'

Scale in Feet

N



MAP-3